PULPIT SKETCHES.

THE REV. MORGAN DIX, S. D. T., RECTOR OF TRINITY PARISH.

Unlike most of the celebrated clergymen of New-York, Dr. Dix is, in the truest sense, a citizen to the manor born, and represents the best results of its social, academic and professional culture; so that from early boyhood to the climacteric of his exceptional distinctions he has, with the subtraction of less than three years, lived his life and wrought his work as a school-boy, as a collegian, as a seminarian and as an ec clesiastic in the city of New-York. Everybody knows that churches and parishes, among other great activities of the city, seek reinforcement by a periodic transfusion of rural or transatlantic blood and brain, and that almost every commanding pulpit, with most brilliant positions in the learned professions as well as in the world of finance, is manned from the outlying and provincial world Among Dr. Dix's noted contemporaries, scarcely an appreciable proportion are city born. The sons of rich men and great men, it is proverbial, may inherit stations and fortune while they rarely enhance either. But Dr. Dix, with his hereditary ten talents, has added other ten, full in the face of a community which still holds his father's history

and citizenship in honorable remembrance.

It is a d ifficult enterprise to reach that side of a public man, in which people have the liveliest interest, and which should enter into every deliberate estimate of a distinguished personality; for the best and strongest do not wear the heart on the sleeve, and instinctively surround themselves with a reservation of privacy which means rest and life. But enough of Dr. Dix may be frankly, yet legitimately, studied to place a man who is often misunderstood in something like a just light. An intimate knowledge of his home as a lad and a learner would go far toward explaining his subsequent career; a home of an almost ob-solete fashion, in which home life was unreservedly the life; and everything without and within made to pay tribute to its joy and brightness; enriched with a thousand many-hued influences of the most sensitive culture and refinement, the most distinguished social intimacies, and remement, the most distinguished social intimacies, the best things of art, music, literature, behavior; and within and penetrating all the rest, an orderly reverent, re-ligious life. There was scholarship without pedantry find elegance of easy fortunes without a taint of volupthousness or indulgence; a home in which parents were crowned with the honor of their children who, in their turn, were strengthened and enriched in the lives of their HIS EDUCATION AND EARLY WORK.

Dr. Dix is an alumnus of Columbia College-leading his class in honors-and is a theologian of the General Theological Seminary, in Twentieth-st. During those seven logical Seminary, in Twentieth-st. During those seven years of preparation were hid day by day, without break or disorder, the foundations of work and methods on which alone a symmetrical manhood can be built. He seemed to comprehend at the outset that genius was industry. He seemed cullsted like a soldier from the start, accepting as a matter of course as well as conscience every particular of service and routine; nothing was held trivial or unimportant. There has rarely been seen so old a young man, who remained all the while the admiration of his professors and the model of maniy, Christian reholarship in his own set. He was wonderful at work and duty, and no temptation or allurement could touch him; and he was quite as admirable in frolic and playfulness in the lessure for recreation. But the grave burden of his consecration seemed upon him, and there was an undertone of awe and knightly devotion in his first essays and sermon-studies. It may be fairly said that Dr. Dix entered the ministry at a period of maturity and ripeness of conviction which few men ever reach until meridian; and while the rest were feeling their way out toward a theological terra-firma, he was doing his best work and dealing his best blows from the be-ginning. For he took his theological position promptly, solidly and as a finality. It was unsavory and unpopular enough in its day, and wiseacres shook their heads and bestowed weather-wise cautions in abundance. But with him it was not a matter of "the courage of his convictions," but a stern, sure, necessary honesty of his convictions. By temperament and conviction Dr. Dix is distinetly conservative; and in the liturgic and theologic drift which is popularly styled Ritualism, he has found himself steadily resisting the Hotspurs whose unwisdom and crude conception of the movement seemed, in his judgment, to threaten it with discredit and mischief. No man reverences law in Church or State more profoundly, and whatever advancement in liturgic observances be might desire must be made in obedience to ecclesiastical prescription or the unchallenged usages of the Church. He is rather a renovator—a restorer of the sequestered estates of the Church as he has received it; making it his duty and business to see, so far as in him lies, that, in the beauty of holiness, she shall suffer wrong or loss at the hands of no man.

He was ordained deacon in 1852, and was called as rector assistant to St. Mark's Parish, Philadelphia, under the Rev. J. P. B. Wilmer, afterward Bishop of Louisiana. While in this position he was ordained priest by Bishop Alonzo Potter, and became assistant minister of St. Mark's, or coadjutor with Dr. Wilmer. In 1854 he resigned, and after a brief absence in Europe in search of led as assistant minister in Trinity Parish, Dr. Berrian then being rector, and was assigned

to the charge of St. Paul's Chapel.

It was the unscaling of a fresh and unlooked for sprin of spiritual vigor and purpose. For the young minister had very positive views of ministerial life and behavior, as well as of pulpit service. Turning his back on oldtime associations, he made a bachelor's home in a little obscure house in Hubert-st., near Hudson. He seemed to seek and find his mission among the poor, unfriended, neglected and suffering; among the abandoned and profligate. His bare, half-ascetic life raised a stir of comment among the easy-going, dining-out clergy of the time, and there was something of a flutter among his co-workers in the parish, who were slow to interpret the singularity of the youngest assistant. Very soon the pulpit of St Paul's was touched with a new inspiration. The people began to flock to the old chapel and crowd its benches and galleries; great Sunday and parish and industrial ools were organized, and the church-yard seemed alive with happy-faced little people waiting to greet the con ing and going minister. This new influence followed him in his appointed circuit in routine through the other churches of the parish, and before long it was pretty

well understood that a new, strong preacher was

abroad among the people.

MADE RECTOR OF THE GREAT PARISH. Owing to the growing infirmities and advanced age Dr. Berrian it was found expedient to create the office of assistant rector, and in 1860 Dr. Dix was elected to this responsible and very delicate position. Crises were conually arising that would have sorely strained the bravest and strongest. He had been elevated over the heads of the older assistants, among whom were some of the shrewdest, ablest and most accomplished clergy men of the city to a position each one of them might have coveted, and indeed looked forward to without presumption. The young and intrepid official kept on in the hum ble round of his simple, unostentatious life, never elated or east down, but always on duty, with the early, soldierlike gravity somewhat deepened; inuring him severities and hardships of clerical life almost undreamed of before among the Episcopal clergy. He succeeded to the rectorship of the parish in 1862, on the death of Dr. Berrian, and took up his residence to the old rectory ad-Joining St. John's chapel in Variek-st., without materially changing his way of living. It is wholesome to put son little mention of it on record now when men so commonly set the clergy down as a class luxurious favorites of for tune. The rector always had a young deacon in his residence as his sole companion, with two or three devoted house servants. Old New-York had already flocked up town, leaving St. John's Square a prey to the army of vandals and destroyers who were to replace the lovellest park in the city with one of the unsightliest structures that cumbers its soil. Poverty and vice, native and foreign, had taken up every nook and cranny of the meighborhood. So the rectory was turned into a house of call for all sick and suffering people, at any hour, day or night. Two or three nights every week, and sometimes more than once in the night, one or both of these men, alone or under the escort of a policeman, might have been seen bearing restoratives, medicines, food, with

This was the old way of ministering-first doing and going before—then preaching. Such was this double quality of the new rector's administration. As opportunity permitted reforms and new measures were quietly undertaken; but it was a strongly pronounced case of new wine in old bottles, and it required a firm hand and a steady head, as well as a stout heart, to keep clear of explosions. For many years this course of things continued, until one after another the older men passed away and the rector was able gradually to surround him self with a trained body who were in sympathy with his policy of parish development. That policy is sub-stantially this: The ministry of Trinity Parish in that part of the island left under its care by the removal of other Christian congregations uptown; the establishment of thorough Christian, parochial and Industrial schools, which should reach the masses; the opening up of social opportunities where the laboring copie might find recreation and entertainment; the mulation, and beautifying of public religious services; the establishment of local charities, infirmaries, nurseries

entritual ministrations, into dens, brothels, desolate

attics-anywhere, if need, and sickness and distress were

and hospitals; the work of organized sisterhoods and guilds for personal visitation and missionary duty; and a hand to hand grappling with ignorance, vice and profit-gacy, wherever encountered.

Dr. Dix remained at the old rectory, despite the remot strances of the vestry and the leading families who had gathered about his ministry in old Trinity, year after year, refusing to change his mode of living, or take his place in more favored circles, until his marriage, not far from 1875, when, after converting the old rectory into a from 1873, when, after contention the hospital and infirmary, with a perpetual endowment for the poor of the parish, he took up his residence at the new rectory adjoining Trinity Chapel.

THE GENUINE ELOQUENCE OF HIS SERMONS. Dr. Dix has had much to do with the revolution in parish work, which is rapidly going forward in the Episcopal Church. The day of the embroidered sermon and its conventional eloquence is well over, and a period has set in which demands self-deptal negretual work releases of speech and devotion denial, perpetual work, plainness of speech and devotion to the poor and unfortunate. Dr. Dix centres this move-ment. On Sundays the tide of travel sets in toward old Trinity from all quarters. His sermons are unique in their stern, incisive and often rugged beauty. When he begins his discourse nothing could be more unpromising or discouraging. There is no gesticulation. His voice seems to have retained the cadence and monotone of the service. There is a composure, or repose, almost like rigidity. It is rather a voice than a man. But the voice touches every ear, and something that informs the voice finds a short cut to all hearts. A personality is soon made out, and it is strong, fearless, personanty is soon incandescent with the flevee glow of tranquil, and fairly incandescent with the flevee glow of the fires within. Each sermon seems a Marathon—a handto-hand struggle for life and faith. There is a marvellous quality of words, all freaked and tinctured through and through with the subtlest forces and refinements of a many-sided culture and learning, and no man touches their hidden forces with a finer skill. Few man can speak with such crushing vehemence; few man with deeper tenderness or more winning melody. There is an irresistfile fascination, and it lays its hold most surely upon the gifted and disciplined minds and lives among his hearers, In certain directions he is the leading preacher in the Episcopal Church. No one can fail to catch his meaning and purpose, and wherever he preaches or lectures a crowded congregation awaits him. He is perpetually at work, as we shall presently see, and the twentyfive or thirty clergy who minister under him eatch his spirit and enthusiasm. He never seems hurried or flur ried, yet he is never tardy, behindhand, or in arrears in duties. Nothing escapes him in the least detail in the humblest corner of his vast field, and yet no assistant or subordinate would willingly do without the Rector's surveillance. He never excuses himself in the least breach of routine or allotted duty, which he shares equally with the assistants, while he is no martinet or petty master

the assistants, while he is no martinet or petty master when others are out of step.

To his loving devotion the people are indebted for the magnificent choirs and musical culture which distinguish the parish, for the decent and reverent care of the church yards, for the distribution of private personal charities in almost prodigal abundance; for the encouragement of every good work within his radius of influence. During his administration St. Chrysostom and St. Augustine Charles have been built and set at work, and St. Cor. tine Chapels have been built and set at work, and St. Cor. nelius Chapel, Governor's Island; All Saints' Churchnelius Chapel, Governor's Island; An Samus Chapel, Governor's Island; An Samus Chapels of Henry-st., and St. Luke's, Hudson-st., virtually made chapels of the parish. The chancel of Trinity has been extensively enlarged, a flue organ set up within it, besides the magnificent Astor-memorial reredos. The Odells have supplied St. Paul's and St. John's with organs of great resupplied St. Paul's and St. John's with organs of great resupplied St. Paul's and St. John's with organs of great resupplied St. Paul's and St. John's with organs of great resupplied St. Paul's and St. John's with organs of great resupplied St. Paul's and St. John's with organs of great results of the parish of t source and tonality. St. Paul's has been renovated, and St. John's provided with its exquisite Byzantine chancel, and to-day probably more than 5,500 communi-cants look to Trinity parish for spiritual minis-trations, and this implies a population of nearly or quite 20,000 persons in the several flocks and missions. He is constantly producing sermons, and now, in his fifty-sixth year, manages, in addition, the series of Lenten lectures, and the production of important and voluminous works for the press. This would seem to be enough for any man to do; but there is a be-wildering list of duties yet, which he discharges with fidelity and regularity: (L) ex officio, as rector of Trimty Parish, he is trustee of the Sailors' Snug Harbor and of the Leake and Watts Orphan House, also president and of the Leane and Watts Orphan House, also president of the Board of Trustees by election, and chair-man of the House Committee; (II.) and, by ejection, he is president of the Standing Com-mittee of the Diocese of New-York since 1868, delegate to the General Convention since 1877, trustees of the General Theological Seminary and chairman of its Standing Committee, trustee of Columbia College since 1863, and chairman of the Committee on Course and Statutes, trustee of the Society for Promoting Religion and Learning, trustee of the House of Mercy, and member of six of the leading joint committees of the General Convention of the Episcopal Church, which hold important sessions from time to time. What would such services command outside the Christian ministry! And can any one suggest any other man besides the Rector of Trinity Parish who would succeed in sustaining this great burden of duties with equal efficiency, grace, and dignity !

MILK AS A DISEASE CARRIER.

THE EVIL OF HAVING WELLS IN BARNYARDS.

To the Editor of The Tribune. Str: In a recent editorial under the above heading, THE TRIBUNE says the question as to how milk becomes infected requires the critical study of chemists and sanitarians. Perhaps a little experience as obtained by a "country doctor" will help to throw some light on this subject, which is of vital importance to the milk consumers if not to the milk producers.

Recently I have had three cases of typhoid fever in the family of a farmer, in the persons of a son and two domestics. Search for the source of the infection developed the following: The well which supplied water to the dairy cattle was located in the barnyard. Noticing that the water became " a little foul," as the farmer termed it, he concluded to sink the well a little deeper, after cleaning it. To accomplish this, the son and one of the "hired help" went into the well, cleaned it out, and began the work of "sinking." Diligent pumping from above kept the well sufficiently dry while the men below worked, but the son noticed a strong vein of water constantly flowing in at the bottom which was so foul, so impregnated with the drainage from the yard and manure heap above, that it actually sickened him, and compelled the men to desist frem their work. This farmer has been sending milk direct to New-York City for years, while during this time his cattle have been

has been sending milk direct to New-York City for years, while during this time his cattle have been drinking water strongly tinctured with the washings from the manure heap.

I could take you through this beautiful county of Orange, which yields the greater portion of the milk shipped to New-York City, and show you similar examples by the score. And these, I regret to say, are very common among the better educated and more thrifty class of farmers. I visited regently a famous "Model Dairy Farm," which has the reputation of being very ably and successfully managed, with a view to the production of absolutely pure milk. To this end the cows are kept in a stable well ventilated and very clean, and are fed wholesome grains and hay—no fermented grains. The milk is bottled and served direct to customers. All arrangements about the premises are admirable, with one vital exception. The well which supplies water to these cows is under the cow stables, all stoued in tight, with a closed pump on top. Immediately in the rear of the stables is the yard, and in this, under a shed roof, lie tons of manure. One could not cross this yard—except by a path near the barn—without sinking ankle deep in liquid filth. Under this must run some of the veins which are feeders to the well.

This is not a very inviting subject, but its importance in a sanitary point of view is so great as to render it necessary to speak plainly and without apology. The consumers in our large cities should know that these things actually exist. Knowing this, and realizing the danger, they will perhaps be able to seek and apply the remedy.

Goshen, Nov. 13, 1883.

WHERE REPUBLICANS CAN ENROLL.

WHERE REPUBLICANS CAN ENROLL.

To the Editor of The Tribune. SIR: In this morning's TRIBUNE you advise all Republicans to have their names enrolled. I do not know where to go to have my name enrolled. I have been a Republican all my life. w. F. B. No. 62 Cedar-st., New-York, Nov. 17, 1883.

[No. 62 Cedar-st. is in the 1st Assembly District and the place of enrolment for that dis-trict is at No. 28 Varick-st. No Republican ought to have any difficulty in finding the place of enrolment. If he does not know the number of the Assembly District in which he lives, he can easily find out by asking any one of his neigh-bors who has taken more interest in politics than he. The boundaries of the Assembly Districts have been published again and again. They were given last in The Tribune of Saturday, November 3. The place of enrolment for every Assembly District was advertised conspicuously in The Tribune of November 9, 10, 11 and 12, and reference was made in the editorial columns to the advertisement. The list will be published again in THE TRIBUNE before Tuesday, November 20, the next day of enrolment, and also on that day. Let no Republican

then miss this opportunity .- Ed.]

HOME INTERESTS.

A REVIEW OF THE MARKETS.

POULTRY PLENTY AND GOOD-FALL VEGETABLES DISAPPEARING.

In the city's markets yesterday there were many signs of brisk trade. The bright, clear weather was most favorable to the dealers both in its effects upon their commodities and in the crowds of buyers that were attracted out of doors. The poultry market showed plainly that the Thanksgiving and holiday seasons were approaching, and the stocks look in the best condition as a result of the cold weather of the past week. The weather had evidently not been so propitious for the vegetable dealers, as many articles of late fall production had disappeared from the stalls.

The fish market was devoid of special features, except that prices had advanced slightly, and showed a tendency to continue in that direction. Market cod were selling for 3 cents, and live cod and haddock for the same price a pound. Gray halibut brought 20 cents a pound; bass, 16 cents; medium bass, large 25 cents; dressed eels, 18 cents; live lobsters, 15 cents; frozen salmon, 45 cents; flounders, 10 cents; blackfish, 12 cents; fresh mackerel, 20 cents; Spanish mackerel, 35 cents; sheepshead, 20 cents; large white perch, 15 cents; red snapper, 15 to 18 cents; sea bass, 20 cents; frozen bluefish, 10 cents; Southern black bass, 18 cents; fresh-caught salmon trout, 15 cents; fresh-caught whitefish, 16 cents; small green pickerel, 8 cents; and green turtle, 18 cents a pound. Southern terrapin were worth \$15 a dozen and small bull terrapin \$2 a dozen. Large hard clams were sold in the shell for 60 cents and opened for 75 cents a hundred. Little Necks in the shell were 40 cents and opened were 50 cents a hundred. Frogs' legs sold for 45 cents a

In vegetables beets were selling at 3 cents a bunch, while cabbages were worth 5 to 10 cents each, extra red ones being 15 cents; carrots, 15 cents a half peck; cauliflowers, 10 to 35 cents each; table celery, 13 cents a bunch; soup celery, 3 cents a bunch ; cranberries, 15 cents a quart ; fresh tomatoes, 10 cents a quart; garlie, 10 cents a bunch; green peppers, 25 cents a dozen; herbs, 3 cents a bunch; borseradish roots, 10 cents a pound; lecks, 5 cents a bunch; Boston lettuce, 25 cents for three heads; Long Island lettuce, 5 cents a head; marrow squash, 10 to 15 cents each; red and yellow onions, 5 cents a quart; white onions, 15 cents for two quarts : Spanish onions, 7 cents a pound : potatoes, 15 cents a half peck; sweet potatoes, 25 cents a half peck : Delaware sweet potatoes, 35 cents a half peck; radishes, 5 cents a bunch; spinach, 15 cents a half peck; summer squask, 5 cents each; Russian turnips, 13 cents a half peck; and white turnips the same price.

Meat at wholesale advanced slightly during the week, but not enough to affect retail prices. Prime rib roast was worth 22 cents a pound, porterouse steak and roast 28 cents, sirloin 22 cents, fresh rump beef 16 cents, corned beef 12 cents, beef liver 8 cents, loin yeal 25 cents, leg yeal 22 cents, breast of yeal 14 cents, yeal cutlet 28 cents, hind quarter mutton 16 cents, leg mutton 16 cents shoulder mutton 10 cents. English mutton chops 28

quarter mutton 16 cents, leg mutton 10 cents, shoulder mutton 10 cents, English mutton chops 28 cents, French chops 25 cents, hindquarter lamb 18 cents, forequarter lamb 14 cents, leg lamb 18 cents, New-York be of tenderloin 60 cents, and Chicago tenderloin 30 cents a pound.

At the well-stocked poultry and game stalls chickens were selling at 15 to 22 cents a pound and capons at 25 cents, Bucks were worth 25 cents a pound; turkeys, 22 to 25 cents; geese, 22 cents; goslings, 25 cents; and fowls, 18 to 22 cents a pound; turkeys, 22 to 25 cents; geese, 22 cents; goslings, 25 cents; and fowls, 18 to 22 cents a pound. Squabs were \$1 a dozen; pigeons, \$250 a dozen; stall-fed pigeons, \$3 a dozen; gronse, 75 cents each; quail 25 to 30 cents each; gronse, 75 cents each; woodcock, \$125 a pair; English snipe, 25 cents each; plaver, 30 cents each; venison, 20 to 25 cents a pound; wild turkey, 30 to 35 cents a pound; canvas-back ducks, \$350 a pair; red-head ducks, \$150 a pair; mallard ducks, \$1 apair; teal ducks, \$1 a dozen; mallard ducks, \$1 a dozen; cents cach; reed birds, \$1 a dozen; rail birds, \$1 a dozen; duck fillets, 20 to 30 cents a dozen; and partridge fillets, 30 cents a dozen; concord grapes, 15 to 35 cents a pound; table apples, 25 to 35 cents a half peck; cooking apples the same orices; hickory nuts, 10 cents a quart; and other nuts 20 cents a quart.

MENU.

Duchess Soup.

MENU. MENC.

Duchess Soup.
Smelts, fried. Same Tartare.
Leg of Lamb à la Française.
Mashed Potato. Canliflower. Celery
Quall on Toost.
Lettuce Mayonnaise.
Amber Pudling. Cake. Fruit.
Coffee.

HOUSEHOLD NOTES.

HOUSEHOLD NOTES.

DUCHESS SOUP.—One quart of milk, two large onions, three eggs, two tablespoonfuls of butter, two of flour, salt, pepper, two tablespoonfuls grated cheese. Put milk on to boil. Fry the butter and onions together for eight minutes; then add ary flour and cook for two minutes longer, being careful not to burn. Stir into the milk and cook ten minutes. Put through a strainer and return to the fire. Now add the cheese. Beat the eggs, with a speck of pepper and half a teaspoonful of salt. Season the soup with salt and pepper. Hold the colander over the soup and pour the eggs through upon the butter, and set back for three minutes where it will holl. Then serve. The cheese may be omitted if it is not liked.

LAMB A 1.4 FRANCAISE.—Put a leg of lamb, weighing about eight pounds, in as small a kettle as will hold it. Put in a muslin bag one onion, one small white turnip, a few green celery leaves, three sprigs each of sweet marjoram and summer savory, four cloves and twelve allspier. Tie the bag, and place it in the kettle with the lamb; then pour on two quarts of boiling water. Let this come to a boil, and then skim carefully. Now add four heaping tablespoonfuls of flour, which has been mixed with one cupful of cold water, two tablespoonfuls of sult and a speck of cayenne. Cover tight and set back where it will just simmer for four hours. In the meantime make a pint and a half of veal or mutton force-meat, which make into little balls and fry brown. Boil six eggs hard. At the end of four hours take up the lamb. 8km all the fat off the gravy and take out the bag of seasoning. Now put the kettle where the contents will boil rapidly for ten minutes. Put three tablespoonfuls of butter in the frying-pan, and when hot stir in two of flour; cook until a dark brown, but not burned, and stir into the gravy. Taste to see if seasoned LAMB A LA FRANCAISE.-Put a leg of lamb. flour; cook until a dark brown, but not burned, and stir into the gravy. Taste to see if seasoned enough. Have the whites and yolks of the hard boiled eggs chopped separately. Pour the gravy over the lamb; then garnish with the chopped eggs, making a hill of the whites and capping it with part of the yolks. Sprinkle the remainder of the yolks over the lamb. Place the meat balls in groups around the dish. Garnish with parsley and serve.

AMBER PUDDING.—One dozen large tart apples; one cupful of sugar; the juice and rind of two lemons; six eggs; four tablespoonfuls of butter; enough puff or chopped paste to line a three-pint pudding dish. Pare and quarter the apples. Pare the thin rind from the lemon, being careful not to cut into the white part. Put the butter, apple and lemon rind and juice in a stewpan, with half a cupful of water. Cover tightly and simmer about three-quarters of an hour. Rub through a sieve, add the sugar, and set away to cool. Line the dish with thin paste. Beat the yolks of the eggs, and stir into the cooled mixture. Turn this into the lined dish. Bake slowly for half an hour. Beat the whites to a stiff froth, and gradually beat into them three tablespoonfuls of powdered sugar. Cover the pudding with this. Return to the oven and cook twelve minutes with the door open. Serve either hot or cold.

FEDERAL CAKE.—One pint of sugar; one and a half cupfuls of butter; three pints of flour; four eggs; two wine-glasses of milk; two of wine; two of brandy; one teaspoonful of cream of ta.ar; half a teaspoonful of saleratus; fruit and spice to taste. Bake in deep pans, the time depending on the quantity of fruit used.

OATMEAL FOR BREAKFAST.—Housekeepers who are annoyed by half-cooked oatmeal on their breakfast tables will be glad to know that this dish is better and lighter cooked the day before and steamed over in the morning. Measure carefully one cup of oatmeal and three cups of cold water with a teaspoonful of salt, put in a steamer in which the inside kettle is porcelain, and cook two hours after the water in the outside kettle boils. Let it cet cold and steam over in the morning rapidly. Do after the water in the outside kettle boils. Let it get cold and steam over in the merning rapidly. Do not stir the oatmeal after you put it in the steamer. This oatmeal is dry and has none of that saive-like consistency, the state in which this breakfast dish is too often served. Crushed wheat is delicious cooked in the same way as oatmeal, allowing four cups of water to every cup of wheat.

PEARL WHEAT.—This is an excellent form of breakfast cereal, which is too little known. Take half a cup of pearl wheat, two cups of milk and four cups of water, with a scant teaspoonful of salt. Let the milk and water boil up in a saucepan on the stove, then stir in the wheat and salt. Put the wheat in the inside kettle of a steamer to cook, pouring boiling water in the outside kettle around it. Boil two hours. Let the steamer stand all night on the back of the range and in the morning let it on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night on the back of the range and in the morning let it of the steamer stand all night of the standard standard

heat up slowly, as the fire comes up. The wheat will be ready to serve when breakfast is ready.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE. NOVEMBER 16, 1883. THE GENERAL LIST.

TO 02000001	Actual Sales. O'p'g' H'g't. Low't Final				Bids.		
Name.							Sold.
BAIT L PT BAIT L PT BAIT L PT BC R & N C SL L & P canada Pacific Canada South Centrale N Centrale N Central Pacific C & O C & S C &	824	823	824	8212	801	82	. 6
BCR&N	84	84	10	19	191	13%	50
St. La de P.	1.0	43	507.	597-	593	597	9.810
Canada South	54	66	55	5514	55	5534	9,200
Sentral of N.J.	84 4	85%	8410	854	*835	837	900
entrat Pacific.	67%	67%	66 Ta	67%	67%	6732	2,810
& O	16%	16%	16%	16%	155	16	
& S W	125%	125%	124%	124%	124 %	125	13,500
Do pret	1464	14634	146	146	1404	140	1,120
Mast P	198-5	alle a	1774	1177	277	110	02,000
Mast P, pr.	118	118	253.	111.6	253.	2585	2.700
SELD WACON	680	087	1973,	9314	98	98%	917
RAO	1275	1275	1271	1271	1271	1274	2,910
RI & Pac	121	1214	12019	1214	120	121	800
leve & Pitts	134	134	134	134	1222	(Interior	_1/
CCC&1	6612	68	6674	117 %	67.5	67%	0.1700
DL&W	1063	1003	1000	Inela.	1061	1002	150
Den & Plo C	241	100 4	100%	243	24.0	243,	2.600
ET Va & Ge	71	77.	71	74	7	73.	97
ET Und Gant	14	141	14	141	141	14 %	611
Il Central	133	133 %	133	1341	1333	1831	71
III C L Linea	822	823	8234	8254	82	84	100
B & W	22	223	22	22	22	224	300
Lake Shore	1014	1012	100%	100%	100%	1003	26,810
L & & W	284	231/2	2316	23 2	234	24	60
Long Island	70	70%	70	70%	70	71	5 1 1
Louist & Nash	40.4	00	900	90'9	44	140	0.121
Man 1st pri	151	15%	1536	1534	15	16	150
Michigan Cen	923	921	914	9134	914	91%	80
M & St L prf	40	40	40	40	41	43	
M K & T	24	24.4	23%	237	23%	237	1,300
Mo Pacitic	1967	96%	14614	19674	116	963	4,50
Mor & Essex	124 4	124 4	1244	1244	1224	1244	000
NYH&W pri	16	10	16	10	10%	110	0.25
N Y Central	110%	116 %	116%	1102	110%	1100	0,300
NYCA StL.	10	10.5	101	20	20	41	2 000
N I C & St L Di	29%	205	793	293	294	291	5.20
Do pret	75%	751	75%	75%	76%	77	54
NIANE	52	3712	32	87	36%	87	5.96
NYO& W	20%	20%	2024	20%	214	21	50
Nor & W pref	44.4	35.54	44	44	1107	6474	E 000
Northern Pac	1177.7	303	4419.2	253	4263	053	0,07
Do pret	93.	00.5	92.	317.	32	00%	9.42
o tr. e v	114	114	114	114	114	115	100
bregon Frans	435	490,	48%	49	484	49's	24.68
PDAE	174	17%	17	17	16	1714	600
Phil & Read	514	524	514	51%	513	52	2,10
P P Car Co	12119	121 12	1215	121 %	121	122	15
Boch & Pitts	17%	18	17.0	1704	177	17.4	1.30
RW&OF	19	1.0	461	461	450	471	10
t Las F. pri	1003	1001	b971	981	99	993	10.50
Teras & Par	-1123	2220	213	90	217	22	2.80
nton Pac.	H75,	881	1873	874	874	875	16.776
Wabash	21 %	21%	214	2114	214	214	1,000
Wabash pref	33%	33%	334	333	3334	5319	2.00
Bank & Mer.	1384	1385	138%	135%	1384	130	4.3
W U Telegraph	79.4	100	44.7	437 %	13.4	611.0	3,20
Am Express	110	110	116	116	11141	1117	11
W Fargo apr.	411	411	40	40	40	401	5.40
interio	30	80	30	30	219	30	150
onicksilver pri	33	33	33	33	321	331	100
The tot sales	the d		To make an			10007203	336,67
ET Vad Gap ET Vad Gap III Central II Central II Central II Central II Central II Central	the o						330,07
* F.x dividend	1.86	2 260	1624	200.			
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50,000 50,000							

	GOVERN	Me. Mr. 7	
U 8 4s Coupen 50,000 60,000	1223 1223 1223	U S 4+ Re 10,000, 40,000,	glatered
BOND	S AND I	MANK ST	OCKS.
	S AND 1 1,000. 1,000. 1,000. Metropolit 1,000. M	## ANK ST 1083, 10314 1032 1033 1033 1033 1033 1033 1033 1033	
Great West'u 2d m 2,000 984; H & St Jo Se conv	5,000 N Y Cent 1 10,000 Nash C &	1 con 	dusky 6s 1,000 102 lg N Y Sua & Wes 1st 15,000 80 1
5.000 105 Internat'i coup 64 1.000 81% Ind Bloom & W'n	Northwest	consol	3,000 81
2d 5,000	15,000 34,000	1034 1034	5,000 81% 5,000 81% 5,000 81% Int & Gt Nowst 3,000 108

Reported by John H. DAVIS & Co., 17 Wall-et.

City 6s, New 131 131 5 North Pac, pret 65 k United RR, N. J 198 5 196 North Cent. RR, 61 Pennay's Rail'd 50 s 59 4 Reading 25 15.16 20 Reading gent int. 19 60 5 4 Leingh Valley 71 5 72 5 Catasins pret 55 5 56 80 North Pac, com 20 5 20 4 North Pac, com 20 5 20 4

SATURDAY, NOV. 17-P. M. This morning's publication of troubles in the Western railroad pools, although conveying no news to persons who before were well informed, was sufficient to impart some activity in the stock dealings. The market opened lower and was heavy for the greater part of the day; but there was a sufficient number of operators who talked and acted as if they thought the movement of the St. Paul Com pany was a stock-jobbing operation to hold prices comparatively steady. Nevertheless after many fluctuations within small ranges, the closing prices almost invariably are off from 12 to 2 per cent. The Northern Pacifics, particularly the preferred stock, and Oregon and Transcontinental stocks were specially strong and closed higher than last even ing. Delaware, Lackawanna and Western was not so conspicuous a feature in the market as it has been, but it declined from 11858 to 11758 and closed at 1181s. The market closed unsettled.

Government bonds were more than usually active at full figures. The bids for the 4s and 412s were 1s higher. The closing quotations are as fol-

There was no business in State bonds. Of city bank stocks, Fourth National sold at 131 and Com-

The business in railroad bonds included a large number of issues; but the dealings generally were in small amounts. Even the speculative kinds were not particularly active and presented no special features. Erie second consols were dull and steady at 9614, and first consol 7s sold at 12712. Rome, Watertown and Ogdensburg 5s opened up 34 at 70, but later sold at 6914 @ 6934. Canada Southern first 5s were off 5sat 973s. West Shore first gold 5s, after selling down to 757s, were active at 7612@ 763s; and Central and Hudson debenture 5s brought 1033s, and Chicago, Burlington and Quincy debenture 5s sold up to 9214, but closed at 92 Chesapeake and Ohio currency 6s were up 1 per cent at 53. Missouri, Kansas and Texas seconds at 6412 26434 were off 18 from yesterday's last price. East Tennessee, Virginia and Georgia consol 5s were firm at 75, and the incomes rose 3s to 327s. New-York, Susquehanna and Western firsts rose from 80 to 81%. Texas and Pacific incomes were off 1 per cent at 4912, and firsts, Rio Grande division, were 3s lower at 76@761s. Atlantic and Pacific incomes declined from 2714 to 2610@2634. Northern Pacific firsts were steady at 1033g@1031o and New-Orleans and Pacific firsts were up 3

at 881s.

The Sub-Treasury to-day gained on balance \$257,347, made up by gains of \$128,510 currency and \$129,837 coin; the balance was further increased by turning into the cash \$120,000 of gold certificates. The day's transactions covered: Receipts, \$1,160,005; payments, \$682,558; currency balance, \$6,446,468; coin balance, \$115,599,396.

The market for call loans was extremely easy at 2 per cent.

sponding increase of \$4,428,000. Considering the season, the statement reflects a stagnation that hardly ever was paralleled. The surplus reserve is increased \$1,932,400 and stands at \$3,673,175. The following are the comparative totals of the statements of November 10 and November 17:

Nov.10. Nov. 17. Difference.
Leans. \$\$21,944,900 \$223,620,300 Inc. \$1,675,400
Specie. 64,195,900 56,926,500 Inc. 1,730,600
Legal-tenders. 25,193,300 26,502,100 Inc. 1,308,800
Deposits. 310,683,700 315,921,700 Inc. 4,428,000
Circulation. 15,409,500 16,447,100 Inc. 37,600
The following shows the relation between the total reserve and the total deposit liabilities:

Total reserve. \$79,389,200 \$82,428,600 Inc. \$3,039,400 Reserve required against deposits 77,648,425 78,755,425 Inc. 1,107,000 Surplus...... \$1,740,775 \$3,673,175 Inc. \$1,932,400

 New-York
 1882.

 Boston
 199,000

 Philadelphia
 124,000

 Miscellaneous
 903,000
 \$2,202,000 \$1,800,000

For the week: 1881, 1982, 1883, 1899 goods \$1.878,709 \$1.880,701 \$1.818,996 General merchandise, 6,772,050 7,780,141 8,362,754 For the week. \$8,645,759 \$9,660,842 \$10,131,750 Previously reported. 382,098,348 435,037,100 308,311,780 Total since Jan 1 \$390,743,107 \$445,197,999 \$408,393,530 Exports of specie from New-York:

For the week 1881, 1882, 1883, For the week 48,802 \$54,400 \$33,350 Previously reported, 10,158,419 43,533,298 13,957,329 Total since Jan. 1.. \$10,207,221 \$43,587,698 \$13,990,679 Imports of specie at New-York.

Total since Jan. 1., \$53,626,954 \$5,360,733 \$18,908,868 A CALL FOR BONDS.

WASHINGTON, Nov. 17 .- The following is the one-hundred and twenty-fourth call for the redemption of bends of the 3 per cent loan of 1882 issued this after-

noon:

By virtue of the authority conferred by law upon the Secretary of the Treasury, notice is hereby given that the principal and accraced interest of the bonds herein below designated will be paid at the Treasury of the United States, Washington, February I, 1884, and that the interest on said bonds will cease on that day, viz.: Three per cent, bonds, issued under the Act of Congress approved July 12, 1882, and numbered as follows: \$50, original No. 817 to original No. 887, both inclusive, \$100, original No. 2,354 to original No. 2,564, both inclusive. \$500, original No. 2,354 to original No. 2,564, both inclusive. \$500, original No. 16,451 to original No. 17,401, both inclusive and original No. 22,665, both inclusive. \$10,000, original No. 24,726 to original No. 25,658, both inclusive. Total \$10,000,000. The bonds described above are either bonds of the "original" issue, which have but one serial number (duplicated at each end) or "substitute" bonds, which may be distinguished by the double set of numbers also duplicated at each end of the bonds which are marked plainly "original numbers" and "substitute numbers." All of the bonds of this loan will be called by the original numbers only.

The three month's interest due February 1, 1884, on the

bonds of this loan will be called by the original numbers only.

The three month's interest due February 1, 1884, on the above described bonds will not be paid by checks forwarded to the holders of the bonds, but will be paid with the principal to the holders at the time of presentation. Many of the bonds originally included in the above number have been transferred or exchanged into other denominations on "walver," the original numbers being cancelled and leaving outstanding the amount above stated. The provision of law governing the order in which the bonds shall be called in its as follows: "The last of the said bonds originally issued under this act and their substitutes shall be first called in, and this order of payment shall be followed until all shall have been paid."

Bonds forwarded for redemption should be addressed to the "Secretary of the Treasury, Division of Loans, etc., Washington," and all the bonds called by this circular should be assigned to the "Secretary of the Treasury for redemption." Assignments must be dated and properly acknowledged as prescribed in the note printed on the back of each bond.

THE PETROLEUM MARKET.

NEW-YORK, Nov. 17. The dealings to-day at the Petroleum Exchanges were a natural sequel to the market yesterday. Early covering of "shorts" rallied the price to \$1.174 against \$1 17 last night. But the steady selling of sevcral large firms and operators (who apparently sought little disgulse in their operations) drove the market down to \$1.16%. The dual dealings were made at a slight re-covery, but the market ended heavy at \$1.17. The range of prices and the total dealings were as fol-

117% 110% 117 7,654,000 18,530,000 The clearances elsewhere were: Oil City, 13.502,080; Bradford, 13.180,000, and Pittsburg, 10.5*0,000 barrels. The reflued market was unchanged.

The relined market was unchanged.

RADFORD, Nov. 17,—Crude oil stendy; total runs
Fridag, 52,562 barrels; total shipments, SS,010; charters, 87,897; clearances, 15,848,000; United Pipe Line
certificates opened at \$1 179, and closed at \$1 167e;
highest price, \$1 179; lowest, \$1 165e.

Steamboats and Hailroads.

FOR BOSTON. | Fare Only \$3. VIA FALL RIVER LINE.

I Limited Tickets.

Best route to Newport, Fall River and all Fastern points.

Daily service, SUNDAYS INCLUDED, from Fier 28.N.R., at 4.30 p. m. Steamers PHIGHIM and BRISTOL. Connection by ANNEX BOAT from Brooklyn and Jersey City at 4 p. m., Tickets and staterooms may be secured in New-York at all principal hotels, transfer and ticket edices, at the office on PHER 28, and on steamer. TER 28, and on steamer.

SORDEN & LOVELL, GEORGE L. CONNOR,
Agents. Gen'l Pass. Agent

FOR BOSTON, via New-York and New-Eng-I VIA 50.5 U.N., VIB NeW-107K BRI NeW-ERIG-land RR. Leave New-York (Grand Central Station) at 5 a. m., 11 a. m. and 11.35 p. m., week days, and 10.50 p. m. Sundays, via Hartford. Leave New-York (Manhartan El-evated RR.) from South Ferry, 842 a. m., 53d.ss., 9:10 a. m.; Bigh Bridge, 9:39 a. m. Leave Pier 40, N. R., foot Deshros-ses-st., Norwich Line, 5 p. m. Pullman elecping-cars on night trains.

NORWICH LINE
TO Boston, \$3; Woreester, \$2.50; Nashua, \$3.65; Portland,
\$6, and no transfer.
The new iron steamer
(TITY OF WORCESTER,
without exception the most elegant boat on the Sound, and
the favorite (TITY OF BOSTON,
leave Pier No. 40, North River, foot of Watt-St., next pier
above Desprossees, I. Perry, daily except Sundays, at 4.30 p.m.,
Drawing room cars to Boston from New-London at 4.15 a. m.

PENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

On and after Oct. 8, 1883.

AND UNITED STATES MAIL HOUTE.

Trains leave New York via Desbrosses and Cortlandt Street
Ferries as follows.

Harrisburg, Pittsburg, the West and South, with Pullman
Palace Cars attached, 8 a m, 8 and 8 p m daily New York
and Chicaro Limited, of Parlor, Dining, Smeking and Sloepting Cars at 8 a m every day.

Williamsport, Lock Haven, 8 a m, 8 p m. Corry and Frie at 8
p m, connecting at Corry for Titusville, Petroisina Centre
Baltimore, Washington and the South, "Limited Washington
Express" of Pullman Parlor Cars daily except Sunday, 10 a
m, arrive Washington 4 p m. Regular, via B, and P, R, B,
at 5.15 and 8.80 a m, 3.80 and 9 p m, and 12 night; via 4,
and 0, B, R, 1 and 7 p m and 12 night; Na 4,
and 12 night; p m, and 12 night; via 4,
m, and 12 night.

For Alantic City except Sunday, 5.15 a m, and 1 p m.

For Care May except Sunday, 5.15 a m, and 1 p m.

P. R. R. 5 a m, 9 p m, and 12 mght via B. and 0. R. R. 7 p m, and 12 mght.

For Atlantic City except Sunday, 5:15 a m, and 1 p m.

For Cape May, except Sunday, 5:15 a m, and 1 p m.

For Cape May, except Sunday, 5:15 and 11:10 a m.

Long Branch, Bay Head Junction, and intermediate stations via Rahway and Ambor, 9 a m, 12 moon, 3:10, 5 p m. On Sunday, 9 a m and 5 p m (does not stop at Asbury Park).

Boats of "Brooklyn Annex" councet with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.

Trains arrive—From Pittsburg, 6:20 and 11:20 a m, 7:30 and 10:20 p m daily, and 7 a m daily except Monday. From Washington and Baltimore, 6:30 and 6:50 a m, 3:50, 5:30, 9:35, 10:35 and 10:50 p m. Srom Baltimore, 1:20 p m, on Sundays, 9:35 p m.

From Philadelphia, 3:50, 6:20, 6:30, 6:50, 7, except Monday, 9:30, 6:40, 10:40, 11:40 a m, 1:20, 2, 3:50, 5:30, 6:20, 7:35, 8:50, 9:55, 10:20, 10:35 and 10:50 p m. Sunday, 3:05, 6:20, 7:25, 11:35 a m, 6:20, 7:35, 6:35, 10:20, 10:35 and 10:50 p m.

TO PHILADELPHIA.
THE OLD ESTABLISHED ROUTE AND SHORT LINE

20 TRAINS EACH WAY WEEK DAYS AND 9 ON SUNDAY. 3 STATIONS IN PHILADEL-PHIA: 2 IN NEW-YORK. DOUBLE TRACK, THE MOST IMPROVED EQUIP-MENT, AND THE PASTEST TIME CONSIST. ENT WITH ABSOLUTE SAFETY.

Express Trains leave New-York via Desbrosses and Cortlandt

Street Ferries as follows: 5:15, 7,20, 8,8:30 (0 and 10 Limited), 11 a m, 1, 3:20, 3:40, 4, 5, 8, 7, 8 and 9 p m, and 12 night. Sundays, 5, 8:9 Limited) and 10 a m, 4, 6, 7, 8 and 9 p m, and 12 night. Trains leaving New York daily, except Sanday, 5:15, 7:20, 8:30 and 11:10 a m, 1, 2, 4, 5 and 7 p m, connecting at Trenton for Camden. Camden. Icturning, trains leave Broad.st. Station, Philadelphia, 12:01, 8:16, 3:20, 3:46, 4:35 (except Monday), 6:50, 7:80, 8:20, 8:30, 11, and 11:10 a m. (Limited Express 1:30 and 6:30 p. m. 1, 3, 4, 5, 6, 6:30, 7:45, 8 and 8:20 p. m. On Sunday, 12:01, 3:16, 3:20, 3:45, 4:36, 3:30 a.m. 4, 6:20 Limited), 6:30, 7:45, and 8:20 p. m. Leave Philadelphia via Camden, 8:50 a.m. daily except Sunday. Steamboats and Hailroads,

A LBANY BOATS, PEOPLE'S LINE.

DREW and ST. JOHN leave Pier 41, N. R., foot of
Canal-st., every WEEK DAY at 6 p. m. Connecting at Albany
(Sunday mornings excepted) with trains north, west and east, BOSTON, VIA STONINGTON LINE.

Steamers NARRAGANSETT and MASSACHUSETTS
daily (except Sundays) from Pier 33, N. R., Jay-st., at 4:30
p. m. Three morning trains from steamers' landing through to
Boston.

Boston.

For freight only-Steamers RHODE ISLAND and FL OT A. from Pier 29, N. R., Warren-st., daily (except Sundays), 4:30 p. m.

F. W. POPPLE, Gen'l Pass, Agent, No. 177 West-st., New-York.

No. 177 West.-st., New-York.

BALTIMORE AND OHIO RAILROAD.
MODEL FAST LINE TO THE WEST.
Via Philedelphia, Raitinore and Washington.
Trains leave from Pennsylvania R. R. Depoi:
1 p m. except Sanday, for Washington and all points West.
7 p m. DAILY FAST EXPRESS, through sleeping coaches to Chicago, Cincinnati, St. Louis. Connects for all points West.
12, MIDNIGHT, daily for Washington and all points West.
For Time-Tables, Tickets, Sleeping Berths and Baggago apply at Company's oftee, 315, 21 and 695 Brondway; 4 Courtest, Brooklyn, Pennsylvania Railroad.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS—Steamers leave Catherine-slip at 11 a. m., 3 p. m.; 23d-st., East River, 3:10 p. m. Fare lower than by any other route. EHIGH VALLEY RAILROAD.—Passenger trains leave depot foot of Cortlandt and Desbrosses at at 8:10 a. m., 3:40 and 7 p. m. for Easton, Bethlehem, Allentown, Reading, Mauch Chunch, Wilkesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Brifalo and the West. Pullman through coaches run daily. Local trains at 7 a. m. and 5:40 p. m. for Easton, Bethlehem and Coolay.

Trains leaving at 8:10 a. m., 1 and 3:40 p. m. connect for all points in Mahanoy and Hazleton coal regions. Sunday train local for Mauch Chunk 8:10 a. m. Leave Mauch Chunk 8:40 p. m. Leave Mauch Chunk 8:40 p. m.

at 4 p. m.

General Eastern Office, corner of Church and Cortlandt ata

E. B. BYINGTON, G. P. A. NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR,

(Pennsylvania RR, foot Cortiandt,

stations in New-York.

EAVE NEW YORK, commencing ow mber 29, 1883;

For South Amboy, via Phila & Reading R.R. 5, 8:15, 11:00

s m, 1:30, 4.5, 6 p m. Sundays, 4:00, 10:45 a m. via Penn. RR,

9:00 n m, 12 m, 3:10, 5 p m. Sundays, 4:00, 10:45 a m. via Penn. RR,

9:00 n m, 12 m, 3:10, 5 p m. Sundays a m, 5 p m.

For Matawan, &c., via Phila & Reading RR, 5:50, 8:15, 11

a m, 1:30, 4:00, 4:30, 5:00, 6 p m. Sundays, 4:00, 10:45 a m,

via Penn. RR, 9 m, 12 m, 5 p m. Sundays, 9 a m, 5 p m.

For Bod Bank, Long Branch, Ocean Grove, Asbury Park,

For Fire Point Pleasant, &c., via Philadelphia and feading RR,

RR, 5:60, 8:15 a, m, 1:30, 4:00, 6:00 p, m. Sundays (not stopping at Ocean Grove or Asbury Park), 9 a, m., 5 p, m.

For Fire Point, via Philadelphia and Reading RR, 5:80, 11,

a m, 1:30, 4:nd, 5 p, m. For Keyport, via Philadelphia and

Reading RR, 5:00, 11 a, m, 1:30, 4:30, 5:0, m. For Lake

w od, Tonus Rts. and Barnegat at 8:15 a m, 1:20, 4:30 p, m.

C, HANCOCK, J, It WOOD, H, H, NIEMAN,

C, P, & T, A., P, & R.R. G, P, A.P. RR, Act's Supt.

DOPULAR SHORE LINE.—For Providence,

O. P. & T. A., P. & R. RR. G. P. A. P. RR. Accessup.

POPULAR SHORE LINE.—For Providence,
Boston and the East. All rail from Grand Central Depot.

Three express frains daily (Sundays excepted) to Boston at 8
s. m., 2 p. m. (parlor car attached) and 10 p. m. (with palace sleeping cars). Sundays at 10 p. m. (with palace sleeping cars). Newport express leaves Grand Central Depot at 1 p.
m., arrives at Newport 7:40 p. m. Parlor-cars attached.

F. W. POPPLE, Agent.

PHILADELPHIA AND READING RAILROAD.

FROM STATIONS OF NEW-JERSEY CENTRAL DIVISION, FOOT OF LIBERTY-ST., NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Boats,
from Brooklyn Bridge Pier.

TIME TABLE-TAKING EFFECT OCT. 18, 1883. FOR PHILADELPHIA and TRENTON, "Bound Brook Route," at 7:45, 9:30, 11:15 a. m., 1:30, 4:00, 4:30, 5:30, 7:00, 12:00 p. m. SUNDAYS at 8:45 a. m., 5:30, 12:00 p. m. 12:00 p. m. SUNDAYS at 8:15 a. m., 5:30, 12:00 p. m.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia-Ave. for Manayunk, Conshahocken and Norristown.
DRAWING-ROOM CARS on all Day Trains and SLEEPING
CARS on Night Trains.
Returning, leave PHILA DELPHIA. Ninth and Green sts.,
at 7:30, 8:30, 6:30, 11:00 a. m., 1:15, 3:45, 6:40, 6:45, 12:00 p.
m. SUNDAY, 8:30 a. m., 1:53, 1:200 p. m. Third and
Berks sts., at 5:10, 8:20, 8:30 a. m., 1:00, 8:30, 8:20, 8:30 p.
m. SUNDAY, 8:15 a. m., 4:30 p. m.
Leave TRENTON, Warren and Tucker sts., at 1:25, 8:20.

Leave TRENTON, Warren and Tucker sts., at 1:25, 6:20, 8:03, 9:05, 10:08, 11:34 a. m., 1:54, 4:22, 6:24, 7:23 p. m. SUNDAYS, 1:25, 9:18 a. m., 6:15 p. m. Fer WILLIAMSPORT at 6:45, 7:45, 9:00 a. m., 3:45, 4:00 For SUNBURY and LEWISBURG at 6:45, 7:45 a. m., 3:45, 4 p. m.

4 p. m. For READING and HARRISBURG at 7:45, 9:00, 11:15 a. m., 1:00, 1:20, 4:00, 5:30, 12:00 p. m. Sundays at 5:30 p. m. For SCRANTON at 6:45, 9:00 a. m., 3:45 p. m. For WILKESBARRE and PITTSTON at 6:45, 9:00 a.m., 1:30, 3:45, 5:30 p. m. Sundays at 5:30 p. m. For DRIFTON 6:45 a.m., 3:45 p. m. For TAMAQUA at 6:45, 7:45, 9:00 a.m., 1:30, 3:45, 4:00, 12:00

p. m.

For BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 645, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sundays at 6:30 p. m.

For EASTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:90, 4:30, 5:30 p. m. Sundays, 5:30 p. m.

For ETATIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:00 p. m.

For FLEMINGTON at 6:45, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. 5:00, 5:30 p. m.

For SOM FRIVILLE at 6:45, 9:00, 10:30, 11:15 a.m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30, 5:30, 5:00, 7:00, 8:90, 10:30 p. m. Sondays at 8:00 a.m., 1:30, 6:30, 9:00 p. m.

For FLAINFIELD at 6:45, 7:45, 9:00, 9:30, 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 8:45, 4:20, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 7:00, 8:90, 9:30, 10:30, 19:30, 1:30, 1:30, 3:30, 8:45, 4:20, 4:30, 5:00, 5:15, 5:30, 6:00, 6:30, 7:00, 8:90, 9:30, 10:30, 1:15, 1:30 p. m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:50, 5:30, 9:00, 1:20 p. m.

For ELIZA RETH at 6:15, 6:45, 7:15, 7:45, 8:50, 8:30, 9:50, 9:30, 9:50, 1:30, 1:30, 3:30, 3:45, 4:00, 4:14, 4:30, 4:45, 5:00, 5:15, 5:30, 6:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:30, 8:00, 8:35, 9:30, 10:30, 1:30, 1:200 p. m. SUNDAYS at 8:30, 8:45 a.m., 1:30, 4:00, 5:30, 0:00, 1:200 p.m. SUNDAYS at 8:30, 8:45 a.m., 1:30, 4:00, 5:30, 0:00, 1:200 p.m. SUNDAYS at 8:30, 8:45 a.m., 1:30, 4:00, 5:30, 0:00, 1:200 p.m. SUNDAYS at 8:30, 8:45 a.m., 1:30, 4:00, 5:30, 0:00, 1:200 p.m.

5-30, 0-00, 12-00 p.m.
For New ARK at 5-00, 5-15, 6:15, 6:45, 7-15, 7:30, 8:00, 8:15, 8:30, 9:00, 9:15, 9:45, 10:15, 10:45, 11:15 a.w. 12:00 w. 12:45, 11:15 a.w. 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 7:00, 7:30, 8:15, 9:30, 9:45, 10:30, 11:15, 12:30 p.m. SUDAYS at 5:00, 9:15, 10:15 a.w., 12:00 w. 11:15, 3:00, 4:00, 5:00, 6:15, 8:00, 9:30, 10:30 p.m. For LONG BRANCH, OCEAN GROVE, &c., (All rail) at 5-00, S-15 am, 1-30, 4-00, 6-00 p m. SUNDAYS (except Ocean Grove) at 4-00, 10-45 am.

For FREEHOLD-At 5, 8:15, 11:00 a m, 1:30, 4:00, 5 p m. For LAKEWOOD, TOMS RIVER and BARNEGAT at 8:15 am, 1:30, 4:30 pm, with through parlor carson 4:30 pm train. For VINELAND and BRIDGETON at 1:30 p m

NEW-JERSEY SOUTHERN DIVISION. From Pier No. S. North River, via Sandy Hook, For LONG BRANCH, EATONTOWN, &c., at 4:00 p. m.

Tickets can be procured at foot Liberty.st., Pier No. 8, North River; 21, 162, 207, 251, 271, 315, 336, 401, 419, 721, 944, 957, 1,317, 1,323 and 1,601 Broadway; 737 and 749 6th-ave; 393 and 465 4th-ave; 343 3d-ave; 1 Rivington-st.; 10 Greenwich.st., and principal Hotels in New-York City. In Brooklyn at Nos. 2 and 4 Court.st.; 118 Broadway; 730 and 838 Fuiton-st. In Hoboken at Eric Office, and 254 Washington-st., N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.

General Passenger and Ticket Agent, Philadelphia J. F. WOOTTEN, General Manager.

General Eastern Passenger Agent, 119 Liberty.st., N. Y.

PHILADELPHIA & READING RAILROAD.

NOTICE TO THE PUBLIC. The standard of time for moving passenger trains will

NOVEMBER 18, 1883. The new standard will be 36 seconds faster than the present Philadelphia city time, and 3 minutes and 59 seconds slower than the present New-York City time.

At the time and date above named, all station clocks will be changed to the new standard.

J. E. WOOTTEN,
General Manager.

General Passencer Agent.

J. E. WOOTTEN,
General Manager.

General Pass-were Agent.

THE ERIE RAILWAY, now known as the NEW-YORK, Lake Erie and Western Rail.

Arrangement of trains from Chambers-Street Depot.

9 a m-Dally except Sundays. Day Express, drawing-room coaches to Eughanton, Elmira and Bustalo. Sleeping coaches to Eughand, Chichmatt and Chicago.

9 m dally, "8t. Louis Limited" Express.—No extra charge for fast time—Pullman Sleeping Coaches to Bushlo, arriving 7:25 a in Nacara Falls 9 a m, Salamanca 7:05 a m; Clevoniant 1:40 p m; Chichmatt 8:20 p m; 8t, Louis 8:40 a m second day. Counceting trains arrive Detroit 3:10 p m; Toledo 5:20 p m, and Indianapolis 11 a m. Sp m (Dally)—Pacline Express for the West. A Solid Train of Pullman Day and Sleeping Coaches to Binghauton, Elmitz, Burtalo, Nisaran Falls, Chematt and Chicago. Hotel and Burlet Smoking Coaches to Chicago.

8:15 p m.—Emigrant train for the West. A Solo, 10:20 a m, 12 months of the State of the Stat

noon, 145, 3, 350, 440, 540, 530, 620, 630, 730, 10:30 p m, 12 midnight. Sundays, 6, 830, 10:20 a m, 145, 630, 9 p m, 12 midnight. Sundays, 6, 830, 10:20 a m, 142 moon, 143, 3, 350, 440, 5, 549, 540, 630, 730, 315, 10:30 p m, and 12 midnight. Sundays, 6, 830, 10:20 a m, 145, 630, 830 p m, 12 midnight. Sundays, 6, 850, 10:20 a m, 145, 630, 830 p m, 12 midnight. Sundays, 6, 850, 10:20 a m, 145, 630, 830 p m, 12 midnight. Sundays, 6, 850, 10:20 a m, 145, 630, 830 p m, 12 midnight. Sundays, 9, 15 a m, 310, 6300 p m, 80 m

NORTHERN RAILROAD OF NEW-JERSEY. Nyack, 7:10, 8:50, 10 a m, 1, 3:20, 4, 4:50, 5:30, 6:40, 8:30 p m, 12 midnight. Sundays, 7, 9 a m, and 7:15 p m.

Nanuet, Spring Valley and Monsey, 7:10, 10 a m, 4:50 p m.

Sundays, 7 a m. JOHN N. ABBOTT, Gen'l Pass'r Agent, New-York WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY AND NEW-YORK, ONTARIO & WESTERN RY. AND NEW YORK, ONTARIO & WESTERS BY Trains leave Desbrosses and Cortland Street Stations. For Syracuse and Oneida, 9:20 a m.: 9:15 p m.

Luca, Little Falls, Fort Plain, Campoharie, Port Jackson, Amsterdam, 9:20, 11:20 a m.: 4:20, -9:15 p m.

Albany and Catskill, -8, 9:20, 11:20 a m.; 4:30, -9:15 p m.

Oswego, Oneida, Norwich, Sidney, 8:30 a m.; -8 p m.

Kingston, Highland, Poughkeepsie, -8, 9:20, 11:20 am; 3:50, 4:30, -9:15 p m.

Oswego, Oneida, Norwich, Sidney, 88, 920, 11:20 am. Schaffeld, Poughkeepsio, 88, 920, 11:20 am. Schaffeld, 89, 91:15 pm. Newburg, 8, 9:20, 11:20 am; 3:50, 4:30, *9:15 pm. Newburg, 830, 11:20 am; 4:10, 4:30, *8 pm. *Daily, Other trains daily except Sunday.

Buffet Parior Cars on 9:20 and 11:20 am and 4:30 pm train. or Albany. Parlor Buffet Cars on 9:20 a m train for Syracuse. Pullman Buffet Siceping Cars on 9:15 p m train for Albany Pullman Buffet Sieeping Cars on 9:10 pm frain for Assard Syractine,
and Syractine,
Elegant Pullman Sieeping Cars for Oswego on 8 pm train.
Tickets and time tables at stations and at offices of the company: Jersey City, Fennsylvania Railroad Station; Brooklyn
No. 4 Courtst; Annex office, foot of Fulton-st; and No.
DeKalb-ave, New-York City, Nos. 162, 207, 261, 419, 144,
1823 Broadway, No. 5 Union Square, No. 737 6th-Ave, No
188 East 125th-st, Pennsylvania RR Station, foot Desbrosse
st, and foot Cortantilest.

HENRY MONETT, General Passenger Agent.

and 8:20 p m. Leave Philadelphia via Cameen, 8:00 s m cany except Sunday,
Ticket offices, 435, 849 and 944 Broadway, 1 Astor House, and foot of Deabrosses and Cortlandt Streets, 4 Court-st. and Brooklyn Annex Station, foot of Fulton-st, Brooklyn; Busch's Hotel, Hoboken; Station, Jersey City. Emigrant Ticket Office No. 8 Battery Place and Castle Garden.
The New-York Transfer Company will call for and check baggage from hotels and residences.
CHARLES E. PUGH,
General Manager,
General Pass'r Agent.